

MARC

Light Rail

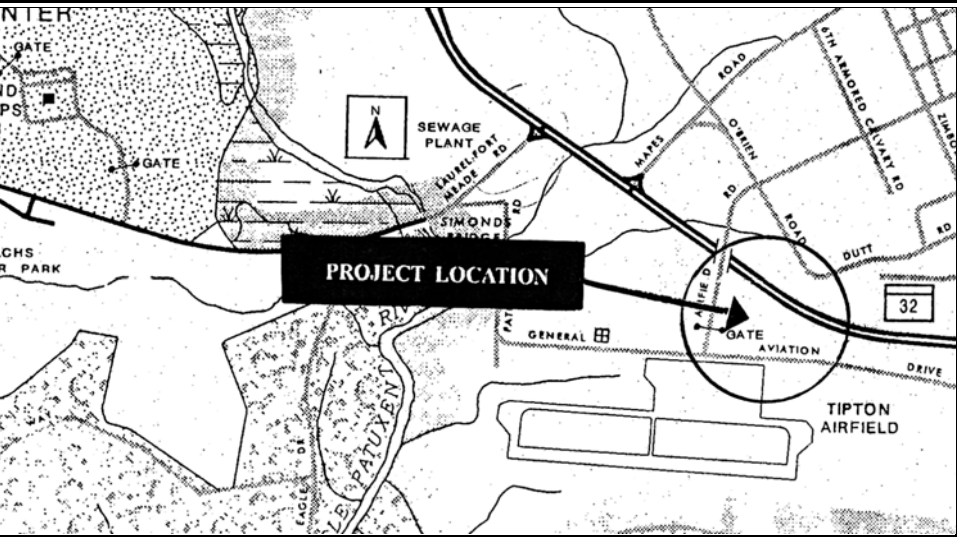
Baltimore METRO

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



STATUS: Anne Arundel County has lead responsibility for this project. Project planning is underway.

PROJECT: Central Maryland Maintenance Facility

DESCRIPTION: Planning and design of a publicly-owned bus maintenance facility to support transit operations in Howard County, western Anne Arundel County and the Town of Laurel.

JUSTIFICATION: The project will reduce operating costs associated with the maintenance support function.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,100	274	503	1,323	0	0	0	0	1,826	0
Engineering	3,030	30	0	1,000	2,000	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,130	304	503	2,323	2,000	0	0	0	4,826	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Costs shown include a \$4.8 million FTA earmark to Howard County, along with matching funds from Howard and Anne Arundel Counties. MDOT is contributing \$800k towards the planning and design.



STATUS: Project has been abandoned due to right of way issues, funding has been transferred to other critical needs.

PROJECT: Cold Spring Light Rail Station Park and Ride

DESCRIPTION: Construct a new 300-space park and ride surface lot at the existing Cold Spring Light Rail Station. The station currently has no parking.

JUSTIFICATION: New parking will increase ridership by providing convenient access to the system.

SMART GROWTH STATUS:

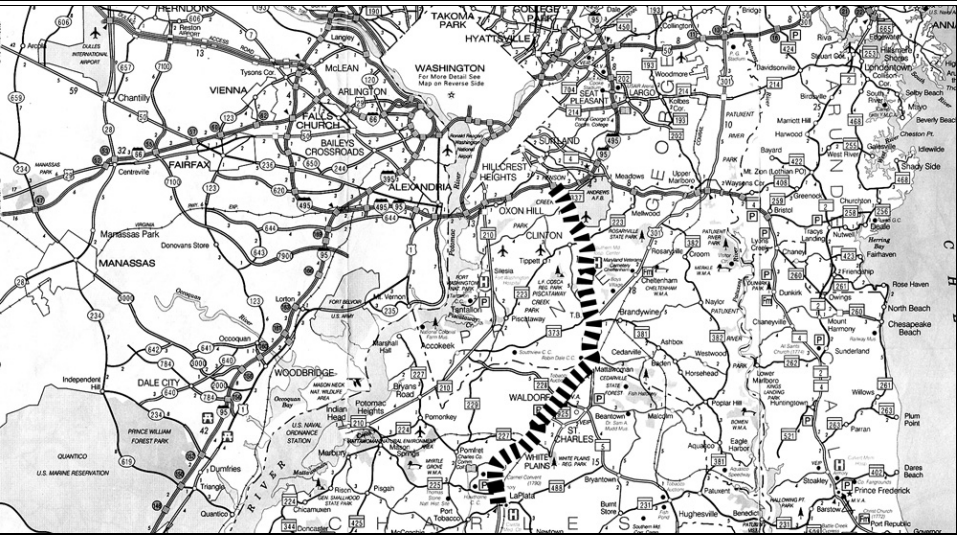
- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Project discontinued.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	403	403	0	0	0	0	0	0	0	0
Engineering	443	442	1	0	0	0	0	0	1	0
Right-of-way	36	36	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	882	881	1	0	0	0	0	0	1	0
Federal-Aid	455	455	0	0	0	0	0	0	0	0



STATUS: MTA advisory services underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Alternatives planning for mass transit improvements including preparation of a Corridor Transit Service Staging Plan for the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report.

JUSTIFICATION: Planned service expansion to address increasing development in this area.

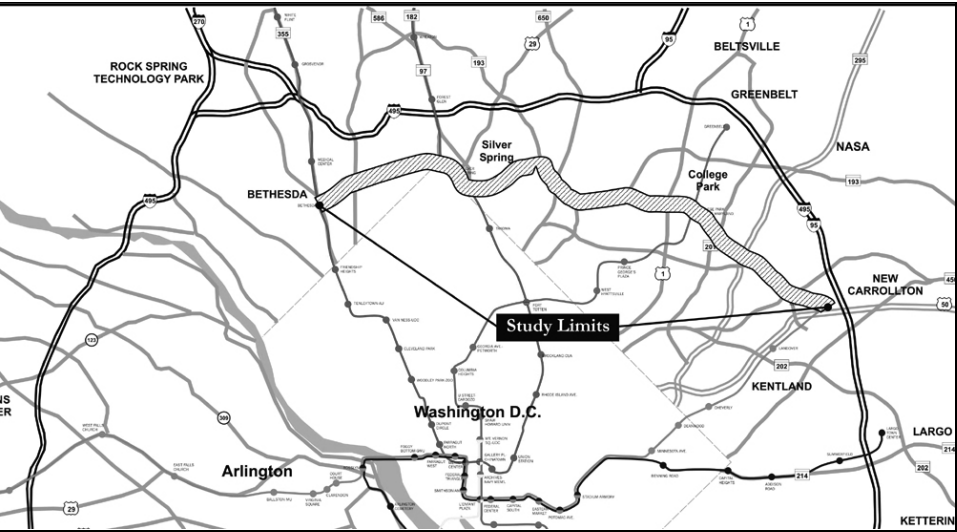
SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- SHA - I-95/I-495 Branch Avenue Metro Station Access Study
- SHA - MD 5, from US 301 Interchange at T.B. to north of I-95/I-495
- SHA - MD 5/MD 373/Brandywine Road Relocated Interchange

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	968	932	36	0	0	0	0	0	36	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	968	932	36	0	0	0	0	0	36	0	0
Federal-Aid	730	696	34	0	0	0	0	0	34	0	0



STATUS: The Alternatives Analysis and DEIS phase is ongoing for the entire 14-mile corridor. Public meetings on the alternatives retained for detailed study were all held in June 2006.

PROJECT: Bi-County Transitway Study

DESCRIPTION: Study of a 14-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Silver Spring Transit Center and MARC Station Relocation -- Line 8
Takoma/Langley Park Transit Center -- Line 33

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	30,845	14,931	8,887	7,027	0	0	0	0	15,914	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	30,845	14,931	8,887	7,027	0	0	0	0	15,914	0
Federal-Aid	20,752	7,811	7,319	5,622	0	0	0	0	12,941	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	M-5307	4,770
CO	2008	M-5307	3,928

Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.

1042



STATUS: Consultant selection process recently completed. Alternatives analysis underway.

PROJECT: Baltimore Corridor Transit Study - Green Line

DESCRIPTION: The Green Line Transit Corridor Study will address potential alignment and modal alternatives to provide service extension from the Johns Hopkins University Medical Campus to the vicinity of Morgan State University/Good Samaritan Hospital in Northeast Baltimore City. The study entails public involvement, environmental screening, right-of-way assessment, ridership forecasts, capital and annual operating cost evaluation, assess social/cultural impacts and project transit economic development benefits and impacts.

JUSTIFICATION: The Green Line is projected to improve mobility in Northeast Baltimore City, improve travel time and modal access, support the market for future transit-oriented economic development and revitalization efforts and address regional air quality issues.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Baltimore Corridor Transit Study - Red Line - Line 32

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	12,945	654	2,000	4,291	3,500	2,500	0	0	12,291	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,945	654	2,000	4,291	3,500	2,500	0	0	12,291	0
Federal-Aid	6,357	0	1,564	2,793	0	2,000	0	0	6,357	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	1,564
CO	2008	5307	2,793
CO	2010	R5309NS	2,000



STATUS: Work has begun on a new environmental assessment document as required by FTA and FHWA. Transit ridership estimates are currently being computed to consider project revisions such as express toll lanes on I-270 and the phasing of the Corridor Cities Transitway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

PROJECT: I-270 Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes.

JUSTIFICATION: The purpose and need for the project is to relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

SHA - I-70/I-270 Interchange
 SHA - I-70, MD 85 Extended and MD 355 Relocated
 SHA - MD 80 and MD 355 Relocated
 SHA - I-70, Mt. Phillip Road to MD 144

POTENTIAL FUNDING SOURCE:										
			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
			SPECIAL	FEDERAL	GENERAL	OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	7,333	1,833	2,000	3,500	0	0	0	0	5,500	0
Engineering	3,667	0	0	0	3,667	0	0	0	3,667	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,000	1,833	2,000	3,500	3,667	0	0	0	9,167	0
Federal-Aid	766	0	766	0	0	0	0	0	766	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	766

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried in the SHA program. Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.



STATUS: Draft Environmental Impact Statement (DEIS) is complete. Work has begun to initiate the Final Environmental Impact Statement (FEIS).

PROJECT: Maglev System Study

DESCRIPTION: Study feasibility and prepare environmental documentation involved with operating magnetic levitation trains between Baltimore and Washington, with a stop at BWI Thurgood Marshall Airport.

JUSTIFICATION: MTA has received special federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore, Washington and BWI Thurgood Marshall Airport.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Consultant is also archiving project materials. Expect completion of activities by Spring 2007.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	17,095	15,994	1,101	0	0	0	0	0	1,101	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,095	15,994	1,101	0	0	0	0	0	1,101	0
Federal-Aid	13,162	12,099	1,063	0	0	0	0	0	1,063	0

Funds in the amount of \$100,000 were contributed to this project by the City of Baltimore.

0483



STATUS: Feasibility study completed, Transit Oriented Development proposal submitted to MDOT for review.

PROJECT: MARC Odenton Station Parking Garage D & E

DESCRIPTION: Planning and environmental documentation for a proposed 2500 - 3500 space parking garage at MARC Odenton Station.

JUSTIFICATION: Daily boardings currently average 2,063. Upon completion of an 700-space surface lot, the station will have a parking capacity of 1,985 spaces. A continued increase in ridership is anticipated due to local growth.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

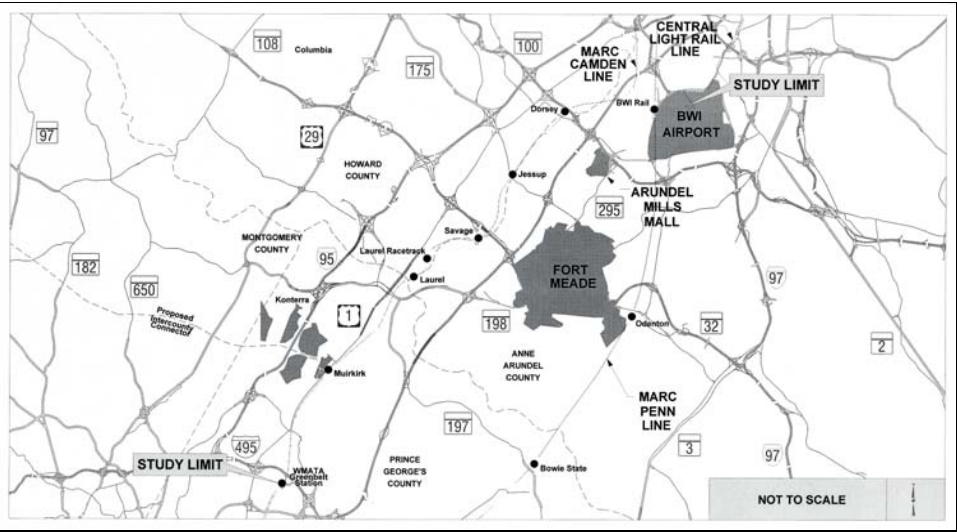
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	600	14	484	102	0	0	0	0	586	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	600	14	484	102	0	0	0	0	586	0
Federal-Aid	341	0	300	41	0	0	0	0	341	0

USAGE: An average of 2,063 patrons per day use the Odenton MARC Station.



STATUS: Workshops and the alignment feasibility study underway.

PROJECT: WMATA Green Line Extension

DESCRIPTION: Develop a feasibility study and environmental inventory review for a possible 20-mile extension of the Metrorail Green Line from its current terminus at Greenbelt to Laurel and continuing north to BWI Thurgood Marshall Airport. The corridor extends along a portion of the MARC Camden Line. (BRAC Related)

JUSTIFICATION: General Assembly has requested a preliminary study to analyze an extension of the WMATA Green Line from Greenbelt to BWI Thurgood Marshall Airport.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,000	0	808	1,192	0	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	808	1,192	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0